

# THE RIO NEWS.

PUBLISHED EVERY TUESDAY

VOL. XXI.

RIO DE JANEIRO, APRIL 9TH, 1895.

NUMBER 15

## WILSON, SONS & CO. (LIMITED)

2, RUA DE S. PEDRO  
RIO DE JANEIRO.

AGENTS OF THE  
*Pacific Steam Navigation Company*  
*Shaw, Savill & Albion Co., Ltd.*  
*The New Zealand Shipping Co., Ltd.*

### Repairs to Ships and Machinery

Having large workshops and efficient plant we are in a position to undertake repairs of all descriptions to ships and machinery.

Coal.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, to:

The Brazilian Government;  
Her Britannic Majesty's Government;  
The Transatlantic Steamship Companies;  
The New Zealand Shipping Companies;  
&c., &c.,

Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depot on Conceição Island.  
Tug Boats always ready for service.  
Ballast supplied to ships.

Establishments: Wilson, Sons & Co. (Limited), London, Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, S. Paulo, Montevideo, Buenos Ayres and La Plata.

### Official Directory

U.S. LEGATION.—Petropolis. THOMAS L. THOMPSON, Minister.  
BRITISH LEGATION.—Travessa D. Manoel, No. 8, and Petropolis, EDMUND C. H. PHIPPS, Minister.  
AMERICAN CONSULATE GENERAL.—No. 55, Rua Theophilo Ottoni. Wm. T. TOWNES, Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa D. Manoel. CHARLES F. ANCELL, Asst. Consul General.

### Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Morning service every Sunday at 11 a.m. Evening service during cool season according to notice. Holy communion after morning service on 1st Sunday in the month and on 3rd Sunday at 9 a.m. Baptisms after morning service, or at other times by special arrangement.  
HENRY MOSLEY, M.A. British Chaplain.  
Rua das Laranjeiras.  
METHODIST EPISCOPAL CHURCH.—Largo do Caticue. English services: at 10 a.m. and 7:30 p.m. Portuguese services: at 10 a.m. and 7:30 p.m. Sundays, 7:30 p.m. Wednesdays.—E. E. JONES and JOSE DA COSTA REIS, Pastors. Sunday School 11 a.m. at Fabrica Carioca, Sunday Evenings 6 p.m. Rev. João Tavares.  
PRESBYTERIAN CHURCH.—No. 14 Travessa da Barreira. Services in Portuguese every Sunday at 11 a.m., and 7 p.m., Sundays; and at 7 p.m. Thursdays.  
A. TRAJANO, Pastor.  
BAPTIST CHURCH.—Rua Barão de Capangema No. 13. Services in Portuguese every Sunday at 11 a.m., and 7 p.m.; and every Wednesday at 7 p.m.  
J. J. TAYLOR, Pastor.  
Residence: Rua do Bispo No. 35.  
IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquim, No. 179.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a.m. 1. Worship at 11 a.m. Biblical class to study the Holy Scriptures, at 4:45, afternoon. Gospel preaching, at 7 p.m. on Wednesdays. Biblical study, and preaching, at 7 p.m.  
JOÃO M. G. DOS SANTOS, Pastor.

### Medical Directory

Dr. Cleary, Physician and Surgeon; Office 55, Rua Theophilo Ottoni. Hours, from 12 to 3. Residence, Rua da Real Grandeza No. 33. Botafogo. Telephone 1550.  
Dr. W. Havelburg, Physician, Surgeon and Accoucheur; Office and residence: Rua 1<sup>a</sup> de Março No. 50, from 2 to 4 p.m. Telephone 1065.  
Dr. Ed. Chapot Prevost, professor of Histology, especially of Gynecology, and Surgery in the Faculty of Medicine; Office 23, Rua da Quitanda. Hours from 2-4 p.m. Residence: No. 3, Rua Alice, Laranjeiras.  
Dr. C. R. v. Schoeler, chronic diseases; employs the physiatric method and massage. Rua da Uruguanana 47-51, 1st floor. Consultations from 12 to 3 p.m.

### Miscellaneous.

RIO HARBOUR MISSION.—*Sailors' Home and Institute*.—No. 1, Travessa do Moreira, Rua do Livramento, Saude.—Bible services: In English on Sundays at 3 p.m. and 7 p.m.; on Mondays at 7 p.m. Free and Easy Concert on Wednesdays at 7 p.m. Reading room open daily from 10 a.m. to 9 p.m.  
AMERICAN BIBLE SOCIETY'S AGENCY.—No. 96, Rua da Assembleia.—H. C. TUCKER, Agent.  
BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese.  
JOÃO M. G. DOS SANTOS, Agent.  
BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—113, Rua da Assembleia.—Open from noon to 6 p.m. For terms, apply to Librarian.  
RIO SEAMEN'S MISSION.—*Rest and Reading Room*.—35, rua da Saude, 1st floor; HENRY BRANDENBURG, Missioner. Gifts of books, magazines, papers, etc., also of left-off clothing, will be gratefully received at the Mission or at No. 25, rua Theophilo Ottoni.

## QUAYLE, DAVIDSON & Co.

119, Rua da Quitanda

CAIXA NO CORREIO 16

Representatives of

FLINT & Co., New York

AGENTS FOR

BROOKS LOCOMOTIVE WORKS;

NATHAN MFG. Co.—Monitor Injectors, lubricators, etc.;

HALE & KILBURN MFG. Co.—Car Seats;

And various builders of railway cars; passenger and freight; also manufacturers of railway supplies, machinery and all articles of American manufacture.

## Beautiful natural flowers

given away next Saturday to Ladies and Gentlemen, just as an advertisement for my new store, although small and not as elegant fitted up as some stores on the Ouvidor, but you will find the lowest prices in Rio for all articles in men's wear.

S. Stanley Jacobs.

73 RUA SETE DE SETEMBRO 73

## Grand Hotel International

SITUATED ON THE PICTURESQUE

SANTA THERESA HILL,  
Rua do Aqueleto No. 108,

and served every 15 minutes by the tram-cars line from the town (plano inclinado, rua do Rosário) to this hotel, and Silvestre.

This establishment, the first in Brazil, for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery views of the mountains, town, the harbor and high seas, is the most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Purest air, temperature bracing and invigorating. No health resort in the world is better.

For further information apply to F. MENTGES, ASSEMBLEIA 72. TELEPHONE 8018.

## George's Restaurant.

8, Rua do General Camara.

New, centrally-located, clean and well-equipped in every respect.

The proprietor—formerly manager of

Whyte's Hotel (Tijuca),

Hotel Cintra and the

Restaurant Silva

gives his personal attention to the catering.

The service and kitchen are of the best.

GEORGE SCHNEIDER, Proprietor.

## Against sea-Sickness NECTANDRA AMARA

## HOTEL DE CINTRA

Parlors and Rooms for Families

### RESTAURANT

of the highest order with moderate prices.

Manoel Pereira Ribeiro

33, Rua do Ouvidor, 1st and 2nd floors.  
Rio de Janeiro.

### To Let.

Furnished house in Botafogo from middle of June; apply 119 Rua da Quitanda.

## AMERICAN Bank Note Company,

78 to 86 TRINITY PLACE,  
NEW YORK.

Business Founded 1795.

Incorporated under laws of the State of New York, 1810.

Reorganized 1870.

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LEGAL TENDER AND NATIONAL BANK  
NOTES OF THE UNITED STATES; and for  
Foreign Governments.

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BANK NOTES, EXCHANGE CERTIFICATES, BONDS  
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STAMPS, &c., in the best and most artistic style  
FROM STEEL PLATES.

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Special papers manufactured exclusively for  
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Work Executed in Fireproof Buildings.

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THEO. H. FREELAND, Sec'y and Treas.

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T. K. MYERS, Asst. Treas.

## BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, WILLIAMS & CO.,

Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

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## THE ALLISON MANUFACTURING COMPANY.

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### MANUFACTURERS OF

Every description of Freight Cars for broad and narrow gauge Railways.

Sole Agents in Brazil:

Norton, Megaw & Co., Ld.

## THE HARLAN AND HOLLINGSWORTH COMPANY.

Wilmington, Del.

### MANUFACTURERS OF

Every description of Passenger Cars for broad and narrow gauge Railways.

Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

Sole Agents in Brazil:

Norton, Megaw & Co., Ld.

All chronic diseases are cured by the physiatric method.

All kinds of fevers and diseases of children are treated according to the latest and surest methods, massage and treatment by electricity a speciality.

49 & 51, Rua da Uruguanana, 49 & 51

1st floor

Consulting hours from 12 to 3 p.m.

Dr. Carlos Rudolfo von Schoeler

## THE WESTINGHOUSE AIR BRAKE COMPANY,

PITTSBURG, PA., U. S. A.

MANUFACTURERS OF THE

## WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 25,000 locomotives and 325,000 cars.

Freight Cars.

The Westinghouse Air Brake Co. are prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars, at one hour's notice.

For further particulars apply to their

Sole representatives in Brazil:

Norton Megaw & Co., Ld.

58, Primeiro de Março.

Rio de Janeiro.

## NECTANDRA AMARA

see page 7.

## FRIEDR. PORDO

FORWARDER

Goods forwarded and insured to and from all parts of the world.

30, Rua da Candelaria, 30

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## WILSON & CO.

21 Rua Conselheiro Saraiva,

Rio de Janeiro.

Importers, Exporters

and General Commission Merchants.

AGENTS OF THE

Northern (Fire) Assurance Company, London.

Telephone No. 193.

P. O. Box No. 157.

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# THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

Assets \$185,044,310.—Surplus \$37,479,802.

Branch Office in Brazil:  
Rua Primeiro de Março, No. 41,  
Rio de Janeiro.

## LOCAL DIRECTORY:

Barão de Sampaio Vianna, Chairman.  
Dr. J. M. Leitão da Cunha, Counsel.  
Dr. Rodrigues Lima, } Medical-Directors.  
Dr. Azevedo Sodré, }  
Carlos Pereira Leal, Managing-Secretary,  
William P. Massie, Accountant.

Correspondence to be addressed to the  
Managing-Secretary.

## PHENIX FIRE OFFICE.

Established 1782

Authorized by Imperial Decree No. 8,057 of  
March 24th, 1881.

Insures against risk of fire, houses, goods and merchandise,  
and offers the best of guarantees with the most favorable  
conditions.

G. C. Anderson, Agent.

3, Rua Primeiro de Março—1st floor.

COMMERCIAL UNION  
ASSURANCE COMPANY, LIM'D.

Fire and Marine.

Capital .. .. £2,500,000

Agents for the Republic of Brazil:

Walter Christiansen & Co.

No. 115, Rua da Quitanda.

THE MARINE INSURANCE COM-  
PANY LIMITED.

Capital .. .. £1,000,000 sterling  
Reserve fund... £ 500,000 ..

Agent in Rio de Janeiro

G. C. Anderson.

Rua 1º de Março, No. 73.

ROYAL INSURANCE COMPANY,  
LONDON AND LIVERPOOL

Capital.....£2,000,000  
Accumulated Funds...£5,000,000

Insures against the risk of fire, houses, goods and merchan-  
dise of every kind at reduced rates.

John Moore & Co. agents.

No. 8, Rua da Candelaria.

LONDON AND LANCASHIRE FIRE  
INSURANCE Co.

Capital (fully subscribed).....£2,117,500  
Reserve fund.....£ 670,353

Agents in Rio de Janeiro

Watson Ritchie & Co.

No. 25, Rua de Theophilo Otton.

NORTHERN FIRE ASSURANCE  
COMPANY

Established 1836

Capital.....£3,000,000  
Accumulated funds...£4,057,000

Agents in Rio de Janeiro

Wilson & Co.

No. 21, Rua do Conselheiro Saravia.

BRITISH & FOREIGN MARINE  
INSURANCE COMPANY, LIM'D

Capital.....£1,000,000 sterling  
Reserve fund... 1,328,751 ..  
Uncalled capital. 2,400,751 ..

Agent: P. E. Swanwick,

4, Travessa do Conselheiro Saravia.

GUARDIAN FIRE AND LIFE  
ASSURANCE CO., LIM'D.

Agents in Rio de Janeiro

Smith Youle & Co.

No. 38, Rua 1º de Março.

## Banks.

THE LONDON AND RIVER PLATE  
BANK, LIMITED.

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:

No. 1 A, Rua da Candelaria.

Authorized by Decree No. 591, of 17th October, 1891.

Subscribed capital. . . . . £1,500,000  
Realized do . . . . . " 900,000  
Reserve fund . . . . . " 900,000

## BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos  
Aires, Montevideo, Rosario and Paysandú.

## DRAWS ON:—

London and County Banking Co., Ltd.—LONDON.  
Banque de Paris et des Pays Bas.—PARIS.  
Banco de Portugal and agencies.—PORTUGAL.  
And on all the chief cities of Europe.

Also on:

Brown Brothers & Co.—NEW YORK.  
First National Bank of Chicago—CHICAGO.

LONDON AND BRAZILIAN  
BANK, LIMITED.

Capital.....£ 1,500,000  
Capital paid up..... 750,000  
Reserve fund..... 500,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO  
10, Rua da Alfandega

Draws on Head Office and the following Branches  
and Agencies:

LISBON, OPORTO, PARÁ,  
PERNAMBUCO, BAHIA, SANTOS, SÃO PAULO,  
RIO GRANDE DO SUL, PELOTAS,  
PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES  
AND NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co.,

LONDON,

Messrs. Mallet Frères & Co.,

PARIS,

Messrs. Schroder & Co., J. H. Schroder & Co.,

HAMBURG,

Messrs. Joh. Borenberg, Gossler & Co.

HAMBURG,

Messrs. Grand Brown & Co.

GENOA,

THE BRITISH BANK OF  
SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A, MOORCATE ST.  
London E. C.

Capital.....£ 1,000,000  
Idem paid up..... " 500,000  
Reserve fund..... " 880,000

Office in Rio de Janeiro:

31 A, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, PARÁ, MONTEVIDEO,  
BUENOS AIRES AND ROSARIO

Agencies at Pernambuco, Ceará, Maranhão and  
Rio Grande do Sul.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited,

LONDON.

Messrs. Heine & Co.

PARIS.

Messrs. J. Borenberg Gossler & Co.

HAMBURG.

and correspondents in Germany.

Sig. Giulio Belinzaghi

and correspondents in ITALY.

The Bank of New York, N. Y.

NEW YORK.

Receives deposits at notice or for fixed periods and transacts  
every description of Banking business.

BRASILIANISCHE BANK FÜR  
DEUTSCHLAND.

Established in Hamburg on 16th December  
1887 by the "Direction der Disconto Gesellschaft"  
in Berlin and the "Norddeutsche Bank in  
Hamburg," Hamburg.

Capital. . . . 10,000,000 Marks.

BRANCH-OFFICE IN RIO DE JANEIRO.

(Caixa 108.)

Branch-offices in São Paulo and Santos

(Caixa 500.) (Caixa 185)

Draws on:

Germany.....(Direction der Disconto)  
Gesellschaft, Berlin.  
Norddeutsche Bank in and corres-  
pondents.  
Hamburg, Hamburg.  
M. A. von Kotschisch  
Schne, Frankfurt a. M.

England.....N. M. Rothschild & Sons, London.  
Manchester and Liverpool District  
Banking Company, Limited, London.  
Trust Bank of London, Limited, London.  
Wm. Brandt's Sons & Co., London.

France.....Crédit Lyonnais, Paris and branches.  
Comptoir National d'Escompte de  
Paris, Paris.  
Heine & Co., Paris.  
Lazard Frères & Co., Paris.  
André Neufville & Co., Paris.

Spain.....Crédit Lyonnais, Madrid, Barcelona  
and correspondents.

Belgium.....Banque d'Anvers, Antwerp.  
H. Albert de Bary & Co., Antwerp.

Italy.....Banca Commerciale Italiana, Milano.  
Genoa, and correspondents.

Portugal.....Banco Lisboa & Agores and corres-  
pondents.

United States.....G. Amsick & Co., New York.  
Ladenburg, Thalmann & Co., New  
York.

Uruguay.....L. B. Supervielle, Montevideo.

Argentina.....Ernesto Tornquist & Co., B. Ayres.  
Banco Alemán Titulacionista, do

and any other countries.  
Opens accounts current.  
Pays interest on deposits for a certain time.  
Executes orders for purchases and sales of stocks, shares,  
etc., and transacts every description of banking business.

Boettger, —Krah,

Directors.

## FRENCH WINES

## CLARET

of different qualities imported direct from Bordeaux.

Special depot of P. SALINS & FILS aînés, Bordeaux for the  
sale of table wines.

All orders delivered at the residence in bottles, cases, or  
barrels.

## ETCHEBARNEFRÈRES

Rua do Carmo 14.

Rio de Janeiro.

## SUPERIOR HUNGARIAN WINES

Recommended brands:

Villányi,

Hungarian Claret,

Château Palugyay.

## TOKAY WINE

is the best reconstituent for convalescents from fever and  
climatic diseases; recommended by most of the medical  
authorities, especially for females and children.

Sole Importers:

Rombauer & Co.

78, General Camara.

Rio de Janeiro

BRITISH AND FOREIGN  
BIBLE SOCIETY.

Rua Sete de Setembro n. 71.

RIO DE JANEIRO.

For sale, Bibles and New Testaments, in English and other  
languages.

In Portuguese, Figueiredo's Bible and Testaments, also  
the Protestant Bible by Almeida, revised and corrected.

42-52.

Agent, João M. G. dos SANTOS.

## ASK FOR

## NECTANDRA AMARA

## Missing Friends.

Information wanted at the British Consulate General,  
No. 8, Travessa D. Manoel, as to death or whereabouts of  
the following:

COHEN, or RAPPOPORT, LEAH: when last heard of (Au-  
gust, 1894) was in Ribeirão Preto.

BONDIN, ANTONIO GABRIEL,  
do. ANTONIO FRANCISCO,  
do. THERESA: formerly residing at Rua Passo

da Patria, Niteroi, and S. Vicente de Paula, Estado de  
Rio de Janeiro.

SCULLY, JEREMIAH: who left Ballycough, Co. Cork, in  
1846 or 1847.

LOW, JAMES: deserted from British ship *Whimister* Oc-  
tober 1894.

TECKKSON, or THORIKKSON, WILLIAM, formerly mate  
of the *Hettie May*, which left Rio in March, 1894.

MAJOR, JOHN STANLEY: of the Bahama islands: for ad-  
justment of legacy

Rio de Janeiro, 20th February 1895.

C. F. Ansell,

Acting British Consul General.

## FINANCE AND COMMERCE

If the all important matter of this subject  
were looked into thoroughly and thought-  
fully it would be found that our present  
financial and commercial depression is, in  
a great measure, due to the compulsory  
extravagances of the larger portion of the  
middle class.

Extravagances are not willfully indulged  
in but the exorbitant profits which the  
retail merchants place upon the necessities  
of life compel the people, (especially the  
middle class) to expend their entire income,  
making the luxury of a Savings bank ac-  
count an impossibility. Rio has more or  
less 500,000 inhabitants and one savings  
bank!! In the smallest city of the United  
States you will find one or more Institutions  
where the laboring class may deposit from  
ten cents upwards. The difference in the  
conditions of the North American and  
South American people is, that in the for-  
mer, competition compels the retail mer-  
chant to sell the necessities of life at the  
smallest possible profits while here the  
retail merchant want to clear their yearly  
expenses in a week and thus inculcate  
extravagant ideas into the minds of the  
people, making them spendthrifts and "ne'r  
do wells". Prove to the middle class how  
they may save 100 rs. on a collar, on a  
necktie, or a milreis on an Umbrella and  
they will gladly take advantage of the op-  
portunity to husband their savings which  
will in time grow into substantial amounts  
and at this same time make the future  
financiers and merchants of Brazil pruden-  
t and careful. It is a fallacy to say that  
the store-keepers can not sell their goods  
lower than what they do because we have  
a proof that they can, for instance just look  
at the collars S. Stanley Jacobs (of  
73 Rua Sete de Setembro) is selling for a  
1\$ just the same as the other stores charge  
1\$500 for, neckties which he sells for 2\$500  
cost 5\$ elsewhere and so on; when we  
have more fair dealing and enterprising  
men like Mr. Jacobs we will have more  
savings banks and the next Brazilian loan  
will be taken by the people of the country  
and not by foreign Bankers.

## TO LET

With nice family suitable rooms for married Gentlemen  
or young men: good accommodation.  
Fabrica, Tijuca and Muda da Tijuca train-cars pass the  
street.

11 A, Rua dos Araucos

English house manufacturing Gas and Electric Fittings, Rodsteads, Brass foundry, Sanitary Fittings, Oil Lamps, etc., desires representative for Brazil; address stating all particulars to "Brass" care of Messrs. Smith & Son, Union Street, Birmingham, England.

## THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a summary of the daily coffee reports and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: \$5.00 per annum for Brazil.

\$10.00 or £2 abroad (post paid here).

SINGLE COPIES: 500 reis: for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ouvidor, and at the Victoria Store in São Paulo.

All subscriptions should run with the calendar year, or terminate on June 30th and December 31st.

Subscriptions and advertisements will be received by

George H. Phelps, Esq.,

154 Nassau St., New York;

Messrs. Street & Co.,

30 Cornhill, London;

and at the Victoria Store,

33 New Bridge St.,

and at the Victoria Store,

São Paulo.

EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

POSTOFFICE ADDRESS:—Caixa 360.

RIO DE JANEIRO, APRIL 9th, 1895.

Owing to the illness of the editor, the customary editorial matter is omitted this week.

### THE SÃO PAULO RAILWAY CO.

Decree No. 1,999, of April 2, 1895, authorizing the renewal of the contracts with the S. Paulo Railway Co., Limited.

The President of the republic of the United States of Brazil, in view of the application made by the S. Paulo Railway Co., Limited, resolves, in conformity with legislative decree No. 126, of November 18, 1892, to authorize the renewal of its contracts on the terms prescribed in the accompanying clauses signed by the minister of state of the affairs of industry, transportation and public works.

Federal Capital, April 2, 1895, 7th year of the republic.

PRUDENTE J. DE MORAES BARROS.  
Antonio Olyntho dos Santos Pires.

CLAUSES MENTIONED IN DECREE No. 1,999 OF THIS DATE.

I.—The S. Paulo Railway Company, Limited, binds itself to construct within the term of four years, counting from the date of the contract to be made in virtue of the foregoing decree, a second line for the purpose of duplicating its present line, the gauge to be the same as that which is mentioned in clause 28 accompanying decree No. 1,759 of April 26, 1895. This term may be extended in the opinion of the government such extension should prove necessary.

II.—The new line may be, partly or wholly, either single or double and may also deviate from the present track at some points with a view to improving its technical conditions (as for avoiding the tunnel between the stations of Belem and Campo Limpo or for modifying it so as to permit free transit of the highest cars commonly used on railways of a like gauge).

For the ascent of the mountain preference will be given to the common system or that of simple adhesion, but any other special system of traction may be employed, if it is recommended by experience or by the interest of the public in view of its great transportation capacity, provided the government shall recognize the impossibility of applying the common system to a line economically practicable, and the company is hereby authorized to make the necessary surveys and investigations for this purpose, the cost of such surveys and investigations to be included in the capital account of the company.

III.—The company moreover binds itself to build, within the same term, at the capital of S. Paulo, a new passenger station with ample accommodations for the services relating to passengers, luggage and parcels and with independent platforms for arriving and departing trains, and it also binds itself to permit, on reasonable terms, the approach of passenger trains of the Central railway of Brazil to its new passenger station when the gauges of the two roads shall have been made uniform, so as to concentrate at one station the principal passenger traffic of the city of S. Paulo.

IV.—The company also binds itself to complete the work on its freight stations at S. Paulo and Santos and to enlarge and improve the passenger station at Santos so as to adapt it to the requirements of the respective service and to cause it to correspond to the importance of the passenger traffic, and it moreover binds itself to build of masonry permanent stations and warehouses suitable to the respective localities at all the stations on its road.

V.—The drawings, sections and estimates will be presented to the government for its approval with all possible brevity within a term not ex-

ceeding 12 months after the date of the contract to be made in virtue of this decree. Approval of the drawings will be given within 60 days after they are presented to the government, which in case of failing to make known its decision within that time will be *ipso facto* understood to have given its approval.

VI.—For all the railways of the S. Paulo Railway Company, Limited, the privileged territory will be that mentioned in Clause II. of decree No. 1,759, of April 26, 1895, whose base is the route of the present line, and it is clearly understood that the privileged territory does not embrace the city and port of Santos, from which may be built other railways, provided they do not cross the territory of the S. Paulo railway in the same direction as its present line.

These lines in different directions may cross the territory of the S. Paulo railway, provided that within this territory they do not deliver or receive for remuneration either freight or passengers.

VII.—The cost of the new lines, warehouses, stations and appurtenances, embracing surveys, locomotives, track and rolling stock, machinery and all the improvements to be made by the company in the execution of this contract, will, after being duly ascertained by the government, be included in the capital account of construction for the purpose stated in Clause 34 accompanying decree No. 1,759, of April 26, 1895.

§ 1.—In the capital account will also be included the cost of the improvements (warehouses, steam cranes, electric light plants, cars, locomotives, etc.) made from January 1, 1892, up to the present date.

§ 2.—In the capital account will also be included any and every sum which may hereafter be actually spent in improving and extending the lines of the company, in building branches and increasing its rolling stock, fixtures and appurtenances.

VIII.—The profits distributed among the shareholders under the title of *dividend*, in the shape of beneficiary shares or in any other form will, conjointly with profits paid in money, be considered dividends.

Sole paragraph.—The interest on the paid up capital (to be included in the capital account of the company during the time spent in building the new lines.

The rate of interest will be 5% per annum, counting simple interest half yearly on the capital actually invested.

IX.—The S. Paulo Railway Company, Limited, will remain under the immediate supervision of the federal government both in regard to the security and police of its lines and in relation to expenditures with new constructions and improvements to which apply the provisions of Clause 34 of decree No. 1,759, of April 26, 1895, which continues entirely in force.

X.—In case the present schedule of rates does not correspond to the contingency for which provision is made in the 2nd paragraph of Article 34, in connection with Article 18 and the final paragraph of Article 19, of the aforesaid decree No. 1,759, of April 26, 1895, the company will propose to the government the necessary alterations in its rates.

If within the space of 60 days, counting from the date on which the proposal is presented, the government shall not have made known its intention to accept or modify the terms of the said proposal, the company may cause its proposed schedule to be carried into execution, giving 15 days' notice to the public by means of advertisements published in the press.

XI.—The term mentioned in No. 1 of Clause 36 of decree No. 1,759, of April 26, 1895, is extended for 30 years, that is, until 1927.

XII.—The company binds itself to establish with all possible brevity night freight trains and to adopt all other measures in its power to obtain a solution of the present transportation crisis, hastening the conclusion of the works undertaken and increasing its rolling stock.

XIII.—After the conclusion of the new railway the company will assume the responsibility of rapid transit thereon in conformity with the provisions of its schedule of rates now in force and within the term fixed in the regulations which the government may issue on the subject as a general measure for railways, except in cases resulting from *force majeure*.

XIV.—The company binds itself to pay into the federal treasury the sum of fifteen centos of reis (15,000,000) per annum in half yearly instalments for the expenses of supervision.

These sums will be included in the account of operating expenses after the construction of those new lines. During the construction of those lines they will be equally divided between the capital account and the account of operating expenses.

XV.—All clauses in contracts between the company and the government not altered by this decree continue in full force.

XVI.—Within three months will sign the respective contract under penalty of the latter's lapsing.

XVII.—If the company within three months after the date of the contract shall notify the federal government that it is unable to execute the provisions thereof, the said contract shall be *ipso facto* annulled without any responsibility resulting therefrom for the company.

Federal Capital, April 2, 1895.

Antonio Olyntho dos Santos Pires.

### THE RAILROAD OF THE FUTURE.

Thodore Voorhees, a well-known engineer, formerly of the New York Central Railroad, and now of the Lehigh Valley, in a recent number of the *Engineering Magazine*, not only considered some of the improvements which have been made on American railways within the remembrance of many now living, but essays to point out some of the improvements in the permanent way, as, for instance, heavier steel rails, rock ballast and thorough drainage, the wooden cross-tie to which the rail is spiked is still retained practically the same as thirty years ago. Too much dependence, he thinks, is placed on the weight and stiffness of the rail, and insufficient attention is paid to the fastening of the rails to the ties. Wooden structures,

such as culverts, trestles and bridges, will not be permitted on the railroad of the future, and it is interesting to note that recent work on the railroads about Providence is quite in line with his suggestions that the floor of all bridges, large or small, through or deck, should be solid and so arranged as to permit the deposit upon it of the usual ballast and track. Grade crossings of highways must be abolished, and he notes that American municipalities are recognizing the necessity to reform in this respect. Stations should be so arranged as to make it unnecessary for any passenger to walk upon or across the tracks. Grade crossings of one road with another or of branch lines connecting with a main stem are again elements of risk, and should be abolished, though the cost in this instance will fall wholly upon the corporations.

With absolutely reliable signalling apparatus and grade crossings eliminated, an improved track and an allocation free from sharp curves, the present performance of locomotive engines gives warrant for the belief that 100 miles an hour will be made in the future as easily as sixty miles an hour to-day. Possibly the railway trains of the future will be planned on lines calculated for wind resistance, very much as the lines of a yacht are calculated for the resistance of the sea. Electric lighting of passenger trains will doubtless come into general use as soon as a practicable and reliable method is devised of generating the power from the axle of the car truck, but the expense of generating electricity in quantities sufficient to exercise a power equal to that of a first-class locomotive is so great that its use is at present impracticable. A return on the use of freight-car equipment. There are in the use of freight-car equipment more freight cars than the existence of the country requires, or than would be sufficient to handle all the existing traffic. And this equipment is so badly handled that each car on an average is in motion only one hour in each twenty-four, and the average daily mileage made by each car is probably less than fifteen years ago. The relations between employees and business will have to be adjusted ere the corporations will have to be adjusted ere the development anticipates that the great majority of unions existing to-day among railway employees will change their methods and aims within the next thirty years.—*Bradstreet's*, March 16.

### NEW QUARANTINE PROPOSALS.

It is satisfactory to note that the Argentines have discovered that quarantines are doing much more harm than good, and that it is time for the adoption of a more liberal policy. The accompanying project, which was presented to the executive by the health authorities, practically abolishes quarantine, and is in this respect worthy of all praise. It goes too far, however, in forcing Argentine sanitary inspectors on arriving steamers. The text of the project, which we take pleasure in recommending to the consideration of the Brazilian authorities, is as follows:

Considering that the national department of hygiene has now an adequate organization and possesses a staff competent to carry out the hygienization of any vessel on its arrival in the roadstead;

That as soon as the law of prevention (profilaxis) comes into force, the prophylactic measures, which the authorities in every part of the republic must subject their own dispositions, will become uniform;

That sanitary stations being installed in the principal ports and cities with permanent and well organized service the public health can be efficaciously guaranteed;

The national department of hygiene re-solves:—

Art. 1.—That the superior government be prayed to modify as far as this project may demand, the maritime sanitary law, now in force, and in the following manner:

a) Vessels hailing from or which have called at ports infected with or suspected of cholera, shall be given free pratique after rigorous disinfection, when they have had no actual cases on board.

b) If they having suspicions or actual cases of cholera on board, these shall be isolated, and the rest of the passengers, being disinfected, shall disembark in groups and classes, subjecting themselves to whatever dispositions the national department of hygiene may then impose.

The vessel, as soon as hygienized, shall be given free pratique, a sanitary officer being placed on board to observe her under observation for such time as may be considered prudent.

Art. 2.—Every vessel which, in accordance with the above resolution, is subject to rigorous disinfection at its arrival in the roadstead, will be exempt from same and may enter freely after the usual sanitary visit, if it brings on board a sanitary inspector belonging to the department and shipped either in Las Palmas, Tenerife, St. Victor, Dakar, Pernambuco, Bahia, or Rio Janeiro, who will certify to the health condition of the ship and that during the voyage there has been no alteration in the general health, nor any at the alteration of arrival, and that during the voyage and under his own superintendence necessary disinfection has been made.

Art. 3.—Vessels hailing from or having called at ports infected with or suspected of yellow fever, shall be given free pratique after disinfection if they bring on board an official sanitary inspector who will certify that as soon as he came on board he inspected all the passengers and crew, and fulfilled the dispositions prescribed by the maritime sanitary law, that during the voyage no case of yellow fever has occurred, and that the voyage has exceeded the period of incubation of that disease.

Art. 4.—If the vessel should arrive before the period of incubation has passed but without disease on board, the passengers will disembark in groups and classes, as soon as the disinfection of such wearing apparel as may be necessary shall have been carried out, and will remain subject to the vigilance of the local sanitary authorities, for the purpose of the first ten days after disembarkation, and the person who breaks this condition by giving a false address or changing it without giving notice to the sanitary authorities, will incur a fine

the amount of which will be determined by the Executive. The ship will simply undergo the usual treatment.

Art. 5.—If a vessel on her arrival has yellow fever aboard, the ship shall be isolated, and passengers detained under the conditions of the previous article, unless, under the special circumstances of any case, the national department of hygiene should resolve upon special measures.

Art. 6.—Vessels which do not bring a sanitary inspector will take one on board on arrival to carry out the necessary disinfection, and they shall be treated in every way as though they had arrived with sickness aboard.

### RIVER PLATE ITEMS.

—The fiscal agent of the federal judge has reported that, out of the 31,000 bills given by immigrants for about \$5,500,000 paid for their passages to this country during the "boom," not more than \$100,000 to \$150,000 is recoverable, and probably this is too favorable an estimate.—*Buenos Aires Herald*.

—The steam launch *Satellite*, taken by H. M. S. *Sirius* as a prize of war during the revolution in Rio de Janeiro harbor, is now offered for sale. She is a splendid little boat.—*Montevideo Times*.  
—This is the launch *Boytan* was using to blow up the *Aguilón*, and was captured when illegally using the British flag.

—The accountant general's office has not yet been able to open the books of the national accounts for the current year, owing to the mistakes in the budget, on the expenditure side. There are no fewer than 300 errors!! The budget will have to be printed over again! What will they say in London of this shameful carelessness?—*Standard*, Buenos Aires.

—Delegates from the chamber of commerce have approached the postmaster general, asking him to arrange for a special tug to take mails backwards and forwards between here and Buenos Aires. He promised to lay the matter before government. At present the service is entirely interrupted and we are without later dates from Buenos Aires than Sunday last. This is enormously prejudicial to business.—*Montevideo Times*, March 29.

—The *Montevideo Times* says:—"If the Government House could be transported to Flores Island and kept there for a few months in quarantine, perhaps affairs might go better." Certainly quarantines would be made more endurable, if their creation had to submit to them also. It would be a good thing if all the sanitary councils on the coast could be made to undergo a three months residence at Flores Island during the worst season.

—According to an afternoon colleague the interference of European governments in endeavoring to compel the South American republics to pay what they owe to European creditors is "a depressive aggression to the decorum and national sovereignty of South American states." Possibly so—but what qualification can be attributed to certain states that refuse to pay what they owe on the plea of inability while they squander money in cat launds?—*Times*, Buenos Aires.

—Permission has been wrung from the Argentine authorities to allow mail steamers now en route to land mails and passengers at Flores Island, but this will not extend to steamers sailing from Europe after the 25th instant. The majority of agents of such steamers have accordingly telegraphed instructions to such vessels to avoid Montevideo, and the work of isolating this port from civilization, brought about by the mail procedure of the government, will have commenced.—*Montevideo Times*, March 29.

—The Argentine army on frontier duty has succeeded, within a few years, in bringing the regions occupied to a waste state, should that be possible, than when Indians and brigands roamed at large. At that time nobody ventured into those districts, whereas now, in view of promises and guarantees given by the government, people go to those deserts and from habitations from which they are finally ejected, pursued, pillaged and robbed, without any means of defence. The qualifications are hard and do not speak very highly for the honor of the Argentine army, but they are published by an Argentine colleague and supplied by an Argentine gentleman who has visited the districts. The peg is therefore of the same wood and consequently good.—*Times*, Buenos Aires, March 17.

—The executive has resolved to forward to the chambers Dr. Busco's proposal for building a lazaret at Flores Island, in conjunction with Col. Muro's scheme for a sanitary tax. The support of the scheme. Dr. Busco has made a deposit of \$100,000 in public bonds in guarantee of the "seriousness" of his scheme. It is serious enough in one respect, for it is based on the supposition that the present quarantine system is going to endure for the next twenty years—from which calamity Heaven defend this unfortunate republic. It is characterized by the fact that it is highly profitable to the promoters—at the very moment that quarantine is made for the abolition of quarantines, and that the Argentines are taking the first steps in that direction.—*Montevideo Times*, March 29.

—Notwithstanding the heavy rains of recent days, rain commenced to fall again on Wednesday evening, and from midnight until nearly midday yesterday there was an almost incessant downpour of the most violent description, the intensity of times being something beyond all parallel. In fact we can remember such a deluge of water. The damages done have been widespread and enormous, though it is impossible yet to estimate their full extent or give the multitudinous details. There is scarcely a house in the city into which the water has not penetrated, along more or less mischief, whilst all the low-lying districts have been completely flooded and swamped. The low level streets on the north and south of the city were all under water, which also penetrated into the ground floor of the houses, in some places reaching a depth of two or three feet.—*Montevideo Times*, March 29.

## PROVINCIAL NOTES

—The Pará and S. Paulo legislatures began their labors on the 7th inst.

—Merchants at Santos have asked the Associação Commercial of that city to protest against the 40% duty on wine.

—The *Jornal do Povo* of Taubaté, S. Paulo, has suspended publication on the ground that freedom of the press is not permitted in that town.

—The telegraph office at Porto Alegre has been destroyed by fire. It is stated that none of the books or documents and very little of the *matéria* were saved.

—A telegram states that the commander of the police force at Jabi, S. Paulo, has been killed by one of his soldiers, whom he had reprehended for bad conduct.

—A telegram from Santos says that an illiterate member of the municipal chamber of that city has not been allowed to take his seat because he can not read the rules.

—In 1893, according to the incomplete data obtained by the bureau of statistics of the state of S. Paulo, there were registered in that state 28,698 deaths, 40,112 births and 9,059 marriages.

—In Sergipe, Col. Vallinão has addressed a message to his legislature asking for the reduction of the term of office of municipal governments from 4 to 2 years as a means of correcting municipal abuses.

—The celebrated desperado Evaristo da Silva, popularly known as Evaristinho, who was the terror of half a dozen municipal districts in the west of S. Paulo was shot and killed some days ago by a man employed on a plantation near the station of Bana.

—In S. Paulo there are 79,943 electors, of whom 44,647 are agriculturists, 10,091 merchants, 9,040 mechanics, 2,770 public employers, 1,096 literary men, 1,052 engaged in various industrial pursuits, 179 clergymen and 10,962 belonging to various professions.

—The election held on the 7th inst. at Valença for filling two vacancies in the municipal government resulted favorably to the partisans of the Rio de Janeiro government, who thus for the first time in several years succeed in carrying an election at that place.

—In S. Paulo on the 2nd inst. a man named José Claves da Rocha Moreira was arrested on the charge of obtaining 3,000\$ on false pretenses, making unauthorized use of the names of Gen. Pires Ferreira, commander of the military district, and Congressman Rindavia Corrêa.

—The executive committee of the Federal Republican party (that to which President Prudente de Moraes belongs) presents the following candidates for filling vacancies in the S. Paulo delegation to congress: Senate, Moraes Barros and J. F. de Paula e Souza; Chamber of Deputies, Paula Queiroz and T. X. Paes de Barros for the 1st district, A. M. Bueno de Andrade for the 4th district and Manoel Antonio Furtado for the 7th district. The opposition newspaper *Democracia Federal* advises the members of its party not to vote at the election.

—In the city of S. Paulo, according to the statistics of the municipal chamber, there are 109 manufacturing establishments, employing 4,061 men, 377 women and 732 children. The machinery of these establishments is turned by engines aggregating 2,854 horse-power. The establishments are thus classified: wood working factories, 22; mechanical workshops, 15; establishments for roasting and grinding coffee and other grains, 13; breweries and distilleries, 11; printing offices and book binderies, 10; hat factories, 5; cotton factories, 4; railway workshops, 4; tanneries and boot and shoe factories, 3; cigar factories, 3; electric light plants, 2; soap and candle factories, 2; brick and tile yards, 2; match factories, 1; gas plant, 1; steam laundry, 1; carriage factory, 1; macaroni factory, 1; lithography, 1; chocolate factory, 1; almond confectionary, 1; biscuit factory, 1; home grilling establishment, 1. The cotton factories employ 1,202 operatives.

## BAHIA.

When Marshal Floriano Peixoto, willingly or unwillingly, decided to deliver the administration of the country into the hands of the present head of the government, he certainly left him in a situation bristling with difficulties and dangers. The war in Rio Grande and an empty treasury are not, unfortunately, the only disastrous legacies which President Prudente de Moraes was called upon to accept from his predecessor.

In many of the states political affairs are in a situation far from reassuring and in that of Bahia—one of the most important members of the Brazilian federation—they are in a condition bordering on anarchy. In some localities of the interior of the state sanguinary conflicts between partisans and opponents of the state government are of frequent occurrence and in others bands of armed men, who seem to have no political leanings, are tolerated by the authorities.

In the midst of this state of affairs an election was recently held for choosing a new chamber of deputies and for filling eight vacancies in the senate. In the first district the opposition, as usual, carried the election by a large majority. In the two other districts both sides claim to have won and two sets of representatives have presented themselves at the capital. At the first preparatory sitting of the chamber of deputies each of these sets (which met in the same hall) elected its temporary officers, and in this way they continued to hold preparatory sittings, which, as the duplicate assemblies met, as we have said, in the same hall, we imagine to have been somewhat confusing.

As for the senate, its president, on his arrival at the capital, publishes an article saying that, if he is killed, he holds responsible for his murder the governor of the state and Drs. Severino Vieira and Luiz Vianna.

Several attempts at a compromise were made, but they all proved fruitless and on the 7th inst., the day fixed for the formal opening of the legislature, the situation remained unchanged. On that day the senators and deputies belonging to the government party met at the building of the chamber of deputies, which was guarded by a large police force, and the message of the governor was read to them. At this meeting the 2nd secretary of the senate presided.

The opposition legislature, unable to obtain admittance, retired to the hall of the municipal chamber and there, with Barão de Gersmolen, president of the senate, in the chair, declared itself formally installed.

The chief of police telegraphs stating that during the day the opposition endeavored to promote disturbances, but that the government had succeeded in maintaining order.

## RIO GRANDE DO SUL.

A Montevideo telegram of the 2nd inst. reports that additional bands of revolutionists have entered the state of Rio Grande do Sul.

Gen. Hyppolito at that date was to be accompanied with 1,200 men at Garupa, about 10 leagues from Alegrete, which, having been abandoned by the castillistas, was occupied by the federalists. Gen. Hyppolito's movements are said to be hampered through the want of horses.

In the Uruguayan chamber of deputies the number of war in reply to a question stated on the 3rd inst. that he had sold to a firm in Montevideo for 50,000\$000 500,000 unserviceable cartridges, which, it appears, had afterwards been resold to the Brazilian legation for a much larger sum.

The north of Uruguayan there was said to be a castillista force commanded by Col. Appario Mariene.

A telegram of the 5th states that Appario Saravia and Juvenio have again effected a junction.

Learning that between 1,000 and 1,500 horses guarded by 50 men were on their way to the Castillistas at Jaguarão, Appario sent in pursuit a force which captured four of the men and all the horses.

D. Pedro, it is said, has been abandoned by the revolutionists and recaptured by the castillistas.

A number of soldiers, belonging to both parties, wounded in the engagement of the 21st ult., have reached the border. One of them is the cadet Armando Ribeiro, nephew of Gen. Solari.

Col. Sampaio has at last decided to ask for a court of enquiry and has consequently been relieved of his place on Gen. Moura's staff as assistant quartermaster-general.

A telegram of the 7th states that Col. Hyppolito had counter-marched to Serra Clatu with a view, it is supposed, of protecting the communications in his rear.

Rumors of an engagement between Appario Saravia and Moura Barreto have been circulated, but are contradicted, and in a recent telegram there is also a contradiction of the report that Saldanha da Gama has entered the state of Rio Grande. The Admiral's 49th birthday was celebrated on the 7th with much enthusiasm by revolutionary sympathisers residing in Montevideo.

The reports in regard to Col. Facundo Tavares are conflicting. According to one telegram his sailors will obey the order of the Supreme Court for presenting him to that court on the 17th inst., while another telegram asserts exactly the reverse.

Among the papers captured by Appario from Col. Sampaio on Feb. 28, there are said to be many documents showing that a want of harmony prevails among the castillistas, whose communications to each other are sometimes couched in angry and even insulting language. Telles, for instance, accuses Sampaio of being unstable in his demands for money and horses and of limiting his activity to cheers for the republic.

It is reported that the government of Uruguay has offered its mediation for the purpose of bringing the war to a close.

Reports of the Brazilian government's intention to remove Dr. Fernando Abbot, its minister at Buenos Aires, are persistently circulated and a Buenos Aires telegram of the 6th asserts that Abbot has received a communication from the government calling him to Rio.

Many names are mentioned in connection with the legation at Montevideo, among them that of Concellor Affonso Penna who, however, is said to have declined the appointment offered him.

## RAILROAD NOTES

—The committee appointed by the government to examine the books of the Central railway began work on the 4th inst.

—The minister of industry has decided that employees of the Brazil Great Southern Railway Co. are not subject to the payment of the 2% tax on salaries, since they are not appointed or paid by the government.

—As the public is supposed to be interested in all that relates to the celebrated car 136 V, it is perhaps worth the while to state that on last Thursday it was said to be at the S. Diogo station receiving freight for the interior.

—The chief engineer of the Estrada de Ferro Central de Macaé gets 750\$ a month; a station-master of the 1st class, 250\$; a conductor, 120\$; an engine-driver of the 2nd class, 180\$; the resident engineer, 600\$; the book-keeper, 400\$ and the assistant book-keeper, 180\$.

—A classified table has been prepared, containing the aggregate earnings, both gross and net, of 133 American railway companies. The gross total of these lines, in the twelve months ending 31st December, 1894, was 886,762,623 as compared with 875,900,022 for the same concerns in the year 1893, the decrease being 10,862,601 or 1.1 per cent. In 1894 the same companies had total net earnings to the amount of 267,073,872, as against 330,011,721 in 1893, a loss of no less than 62,937,849 or 11.5 per cent.

Don't be skeptic! Look at our collars. —S. Stanley Jacobs—73, Rua Sete de Setembro.

—On the 5th inst., a son of Congressman Ponce de Leon was run over and killed by an electric tramcar.

—The *Cidade de Diamantina*, a newspaper published in Minas Geraes, makes a vigorous protest against the name of Vespasiano given to one of the stations on the Central railway. It says that it gives the name of one of the most despicable assassins of tyrants to a station on Minas soil is an insult to the people of the state.

—A serious dispute has arisen between the Commissioners and the Railway Companies in New York State regarding the issue of passes on the railways. It seems that the Board and its employés have travelled on passes issued and signed by the Secretary of State; but the railways have held that such passes cannot be issued or honored under the new constitutional amendment, prohibiting the acceptance or use of free passes by public officers of the State, and making it a misdemeanor to ask, give, accept, or use such passes.

The Commissioners instituted proceedings in the Supreme Court of the State, and applied for a writ mandamus requiring the Secretary of State to issue such passes as he had formerly issued to them and their employés. Construing the statute in the light of existing laws, the judge ruled that the constitutional provision prohibited public officers from accepting free passes for their own use or benefit, but did not prohibit them from accepting passes from the Secretary of State providing for their transportation while engaged in public business.

He ordered, therefore, a peremptory writ of mandamus, and the Commissioners will get their passes. The decision has given rise to some surprise, and so has the attitude assumed by the Commissioners.

## LOCAL NOTES

—There are at present 568 inmates in the lunatic asylum.

—Gen. Onrique Jacques has been appointed member of the Supreme Military Court.

—Architect Antonio Januzzi gave a dinner on the 5th inst. to the officers of the *Ligarina*.

—In Botafogo there is much complaint of burglaries which are said to have become of daily occurrence in that part of the city.

—According to the bulletin of the board of health there were 92 marriages, 669 births and 627 deaths in the city in the first fortnight of the month of March.

—Brevet-Marshal Conrado de Niemeyer has been promoted to the rank of marshal, and General of Division Onrique Jacques has been made brevet-marshal.

—It is said that the members of the municipal council of this city are drawing pay at the rate of 1,000\$ per month, although the budget provides for paying them only 500\$000.

—The epidemic at the lunatic asylum seems to be distinguished now, as during the last ten days no new cases occurred. During the epidemic 42 persons died there from cholera.

—The Supreme Military Court on the 3rd inst. confirmed the decision of the court-martial acquitting four officers and 25 men charged with having joined the revolutionists in Paraná.

—The daily papers state that the police is looking for José Joaquim da Rocha, cashier (*fidéjussor*) of the Banco da República, who, it is stated, has disappeared with 69,000\$.

—The Brazilian masons have sent a message to the masons of other countries congratulating them on the passing of the centenary of the boundary question between Brazil and the Argentine republic.

—Early on Sunday morning a policeman, while walking his beat on Travessa do Torres, suddenly became insane and began to discharge his revolver. After firing four shots he was taken into custody.

—At 8:30 p.m. on the 3rd inst., in the Ganheta tunnel a quarrel arose among some men who were employed on the fortresses of Santa Cruz and the Central railway, drew a knife and killed one of his companions.

—The papers of the 6th inst. contained a long list of names of postoffice employees who have been dismissed from the service. The public was very much disappointed at not finding in the list the name of Col. Demosthenes Lobo.

—According to the report of the board of health there were 34 deaths from yellow fever in this city in the first fortnight in March. The number of deaths from this cause from Jan. 1 to March 16 was 101 against 2,329 in the corresponding period of 1894.

—We learn that it is proposed to send to Admiral Augusto de Castilho a message expressing approval of his conduct during the revolutionary movement in this port. We are informed that preparations will shortly be made for receiving signatures to the message.

—The Santa Catharina habeas corpus cases were tried on Saturday by the Supreme Court, which gave orders for the release of the three political prisoners who were brought before it and for the removal of the restraint upon the liberty of the citizens threatened with arrest.

—The director-general of telegraphs has requested the Western and Brazilian telegraph companies to repair the telephone cables between the arsenals and the fortresses of Santa Cruz and S. João. He states that the telegraph bureau has no vessel suitable for this work.

—Cel. Floriano Floramêl, director of the Santa Cruz battery, was arrested on the 2nd inst. when about to leave the train. The cause of his arrest was his failure to deliver within the legal term 1,184 beehives for which he had made himself responsible by order of Prefect Barata in 1892.

Don't be skeptic! Look at our Silk neckties 2\$00. —S. Stanley Jacobs—73, Rua Sete de Setembro.

—On the 4th inst. one of the members of the firm of Avila & Silva, which has a butcher shop on Praça do Gen. Osorio, complained to the police that its safe had been robbed of a package of notes containing 20,000\$000. The safe showed no signs of violence and three packages of notes of 10,000\$000 each were left untouched.

—It is now stated that the petition which the Congresso de Beneficência Storck de Moraes at the instance of the Associação Promotora da Libertação da Pátria, is to present to the President of the republic asking for peace in Rio Grande do Sul is to be delivered to him on the 14th inst., when a grand demonstration in his honor will be made by the Congresso.

—Dr. Serzedello Correa, congressman-elect for the first district of this city, has issued an address to his electors, promising to combat tyranny in every shape, to demand the pacification of Rio Grande do Sul and to work for a policy of financial retrenchment. This is a good programme and it is to be hoped that Dr. Serzedello will prove indefatigable in promoting its realization.

—The Vice-President seems just now to be the favorite with the correspondents of the Buenos Aires papers. First they announced a visit to Argentina, and countless conjectures were wasted on the subject. Now they announce that he is going to Rio Grande to obtain the resignation of Castilhos. If the President wishes Castilhos to go, he will need to send any one to argue the matter with him.

—Does any one here in Brazil know of Elijah Binfenberger? His heirs in the United States are much exercised over a belief that Elijah left an estate of \$8,000,000 somewhere in Brazil, which is waiting for them to come after it. He is said to have amassed this fortune in sugar and coffee planting, and that he died about eight years ago. We have but little faith in these reported fortunes, but at the same time it might be well to look after them sharply.

—The *Jornal do Brasil* says that Dr. Georgina de Cerqueira Lima de Barros, widow of Capt. Romualdo de Carvalho Barros, is, with her family, composed of three helpless children, in destitute and very distressing circumstances on account of being unable to obtain a certificate of the death of her husband, who was summarily shot in Santa Catharina by order of Col. Moreira Cesar. The *Jornal do Brasil* has opened a subscription for this unfortunate family, which is certainly worthy of the assistance of all charitable persons.

—Capt. José Carlos de Carvalho, manager of the Empresa Industrial de Melhoramentos, has furnished the *Jornal do Commercio* a copy of the correspondence between him and the inspector of customs at this port in regard to charges for storage and handling at bonded warehouses. From this correspondence it appears that those warehouses may legally collect 1 1/2% month on the official value of the merchandise and so summarily shut in cases specified in decree No. 7,553, of Nov. 26, 1879, double that rate. For handling they may collect 150 reis per package not weighing over 150 kilos and 75 reis for every additional 10 kilos.

—We see that the analytical laboratory made 30 analyses during the month of March, but the result is not announced. We fail to find any mention, also, of the adulterated milk and falsified mineral waters in the list of articles analysed. There is no disputing the fact that much harm is done by these two articles, which are daily consumed, and more particularly so as they are used by children and invalids who are more susceptible to their hurtful influences. Even the boasted Minas milk will not stand the test, for we have seen it turn into a dark paste when boiled, showing a strong starchy solution. If the health board will stop counting bad potatoes and attend to these other more dangerous abuses, they will confer a great benefit upon us.

—Many old South Americans will regret to hear of the death on the 23rd February last, at the residence of his son-in-law, Saxonhurst, Rockferry, Cheshire, of Mr. Henry Forrester Whittle. Born in Liverpool in 1810, Mr. Whittle went out at an early age to Pernambuco, removing afterwards to Rio de Janeiro, and was engaged in business 25 years in Brazil, when, on the loss of his wife, and under medical advice, he returned to England with his five small children. Advised of the danger to his health in returning to Rio, he, leaving his children to be educated at home, went out to Uruguay, and was engaged, first as a sheep-farmer and afterward in business, for another quarter of a century, finally leaving Montevideo in 1878. In both Brazil and Uruguay his genial manners, sterling upright character, and high literary attainments caused him to be held in the highest esteem by natives and foreigners. He returned home in feeble health, and owes his reaching his 85th year with unimpaired faculties, to the affectionate care and devotion of his only surviving daughter, the wife of Mr. F. H. Kendall, solicitor, of Liverpool. One son also survives him, Mr. J. Henry Whittle, M. Inst. C. E., of Dashedwood House, in this city. —South American Journal.

## BUSINESS NOTES

—A Router telegram published in *The Hague* on March 18th says that "in consequence of the heavy fall in the price of sugar the Netherlands government has presented to the chamber a bill providing for the suspension for one year, from June 1 next, of the export duties on sugar grown in the Dutch East Indies."

—A TRADE MARK CASE. An important judgment was given recently by Mr. Justice North, who granted an injunction against the licensee of a certain West-End Restaurant, restraining him from supplying in London and Perrier bottles any sauce not made by that firm. The practice of refilling the bottles of well-known makers with other than the genuine article is too common in restaurants, and the public will have to protect itself by asking for the article by name, and informing the manufacturer in case an inferior article is substituted.

Don't be skeptic! Look at our English Perfumery. —S. Stanley Jacobs—73, Rua Sete de Setembro.



*F. Broad*, Accountant.



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Patients employing other physicians can go direct to the Hospital, but should carry with them the physician's instructions as to assignment—whether in the ordinary or fever wards, and whether in a general ward or private room—and the above mentioned "order of admittance."

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To all places where a postal-agency exists, the salutary NECTANDRA AMARA PILLS, which contain the exact doses of Nectandra, well packed in small and resistant tin boxes, can be forwarded with the greatest dispatch and thus serve instead of Wine, Elixir, or Tincture of Nectandra Amara, the Paulista remedy, as the latter, on account of being liquid, can not be sent by mail. The effect produced by the Nectandra Amara pills is exactly the same.

Here are some of the innumerable testimonials with regard to this wonderful medicine:

### From a mother.

Mr. Joaquim Bueno de Miranda.—Having been very ill, suffering from a dyspeptic complaint, I came very near dying and leaving my five children as orphans; my good luck, however, would that I read one of your Nectandra Amara pills advertisements in the journal *O País*; I bought some and the result was very prompt; after a few days I was completely re-established. I write you this letter purposely, so that you can make any use of it you desire. Yours gratefully ANNA EMILIA DE SOUZA MACHADO. Rio de Janeiro, 12th June 1894.

### From a sufferer.

I, the undersigned, declare herewith, that having suffered a long time from dysentery, and having used your Nectandra Amara pills by the advice of a good friend, find myself happily re-established; one single box was sufficient to effect my cure. 241, Rua do Hospício, Rio de Janeiro, 22nd April 1894. J. DO PAZO.

### A business man from the interior

writes us as follows: State of Minas Geraes, S. João Baptista da Terra Branca, 15th May 1891. Having obtained a very good result by the use of the box of Sr. Antero Leivas' Nectandra Amara pills, which you sent me by mail, I now enclose herewith 4\$700 and beg you will forward to my address two more boxes of your precious medicine for the cure of dyspeptic complaints. With many regards, yours, etc., ANTONIO THEOPHILLO DOS REIS.

### From a father.

The undersigned certifies herewith that his daughter suffered for a long time from an intestinal complaint, and after having been treated by very capable physicians without result, was completely re-established by the use of the Nectandra Amara pills. Rio de Janeiro, 18th September 1890. ANTONIO A. C. BARRADAS, Doctor in Sciences.

### From a doctor.

I certify herewith that I have frequently employed in my practice the Pills, Elixir and Tincture of Nectandra Amara with admirable results in cases of diarrhea, dysentery and inflammation of the bowels. Which I affirm and swear upon the faith of my professional reputation. Capivary, 14th March 1890. DR. JOSÉ VIEIRA DA COSTA VALENTE.

### From a planter of the interior.

S. José do Bon Jardim, 8th February 1894.

Sr. Joaquim Bueno de Miranda.—Enclosed find the sum of 4\$600 for which please send me by registered mail two more boxes of Nectandra Amara pills; the result obtained by our patient with the last box received has been highly satisfactory. Yours etc., MANOEL TEIXEIRA DE PAIVA ARAUJO.

THE ABOVE transcribed letters and testimonials show the great efficacy of the Nectandra Amara pills in cases of complaints of the stomach or disarrangement of the bowels and the great facility to obtain them wherever a postal agency exists. It is a remedy with which every family, father, or chief of establishment in distant parts of the country, where no prompt medical assistance can be obtained, should be provided, because this remedy is just for those complaints which occur most frequently, and from which, when neglected, ensue very often fatal consequences.

N. B. — In cases of impoverishment of the blood, weakness in the legs, swollen feet on getting up, convalescence after serious illness, the pills should be ground and diluted in a small glass of superior Port wine, and taken on rising from bed and at the evening.

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All persons, who have no correspondents here and desire to provide themselves with these most useful pills, should write direct to the proprietor who will remit them by registered mail to any part of Brazil or foreign country, by enclosing with the order the amount of Rs. 2\$300 for one box, 12\$600 for 6 boxes and 20\$800 for one dozen boxes; the fractions represent the amount paid to the Post Office for registering.

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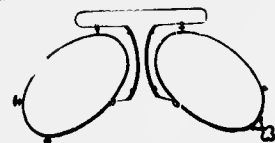
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Receives 1st and 3rd class passengers.

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Dalton	12th April.
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For Valparaiso, Callao and West-  
Coast Ports:

Chantry	28th April.
---------	-------------

Intended sailings from Santos for  
New York:

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Bellena	13th "
Hevelius	20th "

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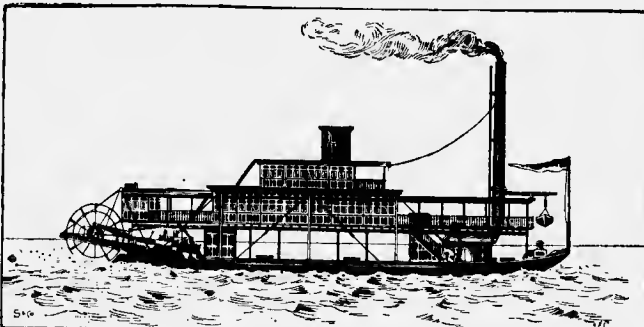
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